care in the absence of definite informa tion to comment on the probable cause "The only probability of an explosi-

occurring from a submarine battery," h said, "is when the hydrogen gas generated causes the battery to be over charged, and as it is charged only when

that in Brooklyn, and hence I do believe the batteries were at fault."

E-2 explosion and that until he received a complete report from he would not make any statement.

do not know what happened."

After they report I shall give

said, "and until my representatives con

PROBLEM FOR EXPERTS.

Submarine Specialist to Study

Case, Says Secretary Daniels.

knowing the findings of the board of

of the explosion on the E-2. The Sec-

selves.

Mr. Daniels did say, however, that

interested in the new batteries

ACCIDENTS IN NAVY.

List of Patalities on Warships to

Last Ten Years.

Following is a list of the serious acci-

dents to United States war vessels in

23. 1911 -- DESTROYER TINGEY

Edison Wants Report of Repre-

sentatives on E-2 Disaster.

NAVY YARD EXPLOSION KILLS FOUR, INJURES TEN

eltement around the navy yard than ever before in the memory of the present executive and laboring staff of the yard, was so muffled by the steel skin of the in buildings only a city block or two way the noise was not heard at all and n the administration building, where he commandant's offices are located. happened until telephones began to buzz, followed by word of mouth information

But to workers in and around the dry dock the boom and trembling of the iong steel fish propped up on her stilts down in the dry dock, the sight of the rteel ladder shot high out of the main hatch and a sudden outpouring of smoke that was black, but not of great density -in a flash these outward signs brought every enlisted man and yard workman near by to the place on the run.

Tallahassee, mother ships to the submarines, in dry dock No. 3, a block or the newspaper men only, provided of them carried cameras. Throu were aboard the submarines D-1, D-2 few feet away from the E-2 in the same

In squads the rescuers came running and scampered out across high gang-plank running from the southern hip of the dry dock out to the deck of the E-2. Two of the first of the rescuers who got out on the deck of the submarine, harkening to the groans and cries coming from below, tried to get down to their fellows and drag them out, but were partly overcome themselves and

up, the runners were sent at top speed to procure oxygen helmets. Swarms of steel workers began also to rip off plates so many of the enlisted men had Saturat regular intervals low down on the day afternoon off and there was conseat regular intervals low down on the hull near the floor of the dry dook, with the hope that some of the men had escaped to compartments from which they could be dragged into the fresh air.

Water hose was laid and attached for the dead who could tell who they were despite the disfigurements.

The question which, of course, was put to Admiral Usher most frequently was whather or not then we are the course.

And then there was a cheer as a grimy rure, grasping and blood smeared, orked his way out of an opening made

Injured Badly Mangled.

minutes after it was at all possible cost \$375,000, a high figure in compari-for the rescuers to go below. The mangled legs and arms, blackened of the German submarines. Dodles, from which in some cases strips!

machinery and tubing was gathered by those who could only look down from the top of the dry dock walls when, about three hours after the explosion, the bodies of Logan and his helper, Peck, were brought out of the submarine. The bodies of these two, the last of the dead to be removed, were so surrounded with twisted tubes and wrecked machinery that it was after 4 o'clock before they could be extricated from the wreckage. the submarine early and rushed to permanently out of commission

the Naval Hospital in the yard. Clark, Holsey and Otto, the only enlisted men seriously injured, were also taken to the

Naval Hospital.

The bodies of Scabert, the only enlisted man killed, and Yard Foreman Schultz were carried to the yard dispensary. Logan and Peck, whose bodies pensary. Logan and Peck, whose bodies were badly mangled, were closest to the batteries when the explosion oc-curred, with Chief Electrician Miles near by. The battery was being discharged at the time through a rheostat for pur-

A few of the men whose injuries were comparatively slight went aboard the Tallahassee and Ozark, in the adjoining the commandant's offices are located, dry dock, and were treated by the there was no notion that anything had ships surgeons. One surgeon was heard remark to a naval officer as the last injured were being taken away that he feared that pneumonia would de-velop, which, with the lesions caused gases, would prove fatal in the case some of the sufferers.

The gates of the yard were closed immediately after the explosion and no one was permitted to enter for more than two hours, not even sailors who happened to be outside the Sands street gate newspaper men and photographers in scores, their eyes on their watches, were pleading for admission Admiral Usher, attired in cutaway suit and high hat arrived from his luncheon in Manhattar

Toward 4 o'clock the commandant sent word to the gate guard to admit the rest of the afternoon until dusk Ad and D-3, which were iying abreast a effort to give out for publication whatinformation was available, which

at that time was little.

Coroner Ernest Wagner visited, the yard and then went on to the precinct police station house. As the explosion occurred on a Government reservation it lay largely with the commandant to say just how far county officials might take a hand in the accident. Admiral Usher seemed inclined to welcome the

Coroner Wagner said last night that next Wednesday he would hold an in

the burning rubber insulation, charred clothing and some burning wood coming up, the runners were sent at ten specific process. identification was partly because of the

fighting purposes and lengths of was whether or not there was any likewhite ventilating hose as thick as a lihood of the E-2 having been blown chlorine gas, or man's leg were stretched in preparation up purposely. Admiral Usher and his poisonous gasea. man's leg were stretched in preparation to be attached to electric blowers which subordinates had no reason to believe that such was the case and said so promptly. The invariable answer was and the case and said so promptly. The invariable answer was that no cause could be given for the Reese Hutchinson, had about completed explosion until a thorough investiga-tion had been made, if then. In reply as to whether or not yard

Lieut. Cooke, commanding the E-2, is a nickel-iron-alkali type, gging. The diving outfit was donned Lieut. Cooke, commanding the E-2, is not proved more efficacious than the the officer who while the battleships and submarines were in the Hudson

submarines were in the Hudson last preservative of all the combination of its kind, methods of rescue had be devised on the moment. In the Fiftieth street when the canoe tipped it is this: The submarine is the preservative of all the combinents, so that the battery cle not destroy each other. The beds of the Tonopah at the foot of West it is this: The submarine is the submarine is preservative of all the combinents, so that the battery cle not destroy each other. The submarine is the submarine is preservative of all the combinents of the canoe is the combinents. to be devised on the moment. In the opinion of early witnesses the systematic manner in which the volunteers among officers, blue-jackets, marines and yard workers tackled a job wholly new to them was remarkable.

While the fire below was being att.

While the fire attached by the date of the water. The fire the water. The fire and the boy and the water. The fire and the boy and the water. The fire and the form and the fire the water.

The new battery

brought to the rim of the drydock, while not an up to the minute undersea boat. ambulance surgeons prepared to take but was still considered an efficient them to wards for treatment. A call righting unit for coast waters. She

building yards. The E-2 displaced 430 tons and had Eight of the injured were brought to a surface speed of fourteen knots. Her the deck of the submarine within a few cruising radius was 1,200 miles. She

could be extricated from the wreckage.

Chief Electrician Miles, who, his unlucky or of faulty construction, and mates said yesterday, was "the best undersea sailormen said yesterday they electrician in the service," was got out hoped the boat would henceforth be

LIST OF THE DEAD AND INJURED IN THE E-2 SUBMARINE EXPLOSION

ROY BERNARD SEABER, enlisted man, electrician, third class; next of kin, William H. Seaber, 3689 East Forty-ninth street, Cleveland, Ohio, JAMES LOGAN, plumber employed in the yard; 417 Forty-seventh street,

JAMES H. PECK, assistant plumber working with Logan; 291 Ainsile street. Brooklyn

JOHN SCHULTZ, yard laborer, 176 Fourth street, Long Island City.

THE INJURED.

At Naval Hospital in yard: L. MILES, enlisted man, chief electrician on the E-2; injuries of the head and body and part of leg blown off; unconscious and condition uncertain; may die; nearest of kin, Mrs. L. L. Miles, 206 Clermont avenue Brooklyn

GUY HAMILTON CLARK, JR., enlisted man, machinist's mate, second class. Buffalo: face, neck, hands, both legs and back burned; condition serious and uncertain; nearest of kin, Guy Hamilton Clark, Frank-

· fort, N. Y. JOHN HOLSEY, enlisted at Puget Sound, gunner's mate, third class; face and surface of thighs and legs burned; nearest of kin, Henry T. Holsey of Avery, la., and Mrs. John Holsey of 32 Spence street, Hale-

thorpe, Md. RAYMOND OTTO, enlisted at New York, electrician, second class; face thighs and right leg burned; condition uncertain; nearest of kin, John T. Otto, Middleburg, Md., and Mrs. Raymond Otto, 249 Carlton avenue, Brooklyn.

At Cumberland street hospital are the following civilian employees all burned about hands, face and body and in a critical condition: JAMES LYONS, general helper, No. 58701, 739 Fulton street, Brooklyn.

HENRY ZOLL, plumber, Huntington station, Long Island. OTTO HASERT, plumber, 319 Twentieth street, Brooklyn. MICHAEL PEYSER, plumber, No. 58104, 105 Manhattan avenue, Brook-

RICHARD HEYNE, plumber, No. 58213, 1036 East Second street, Brook

able to walk from dry dock to the Tallahassee in adjoining dry dock.

Injured aboard the U. S. S. Tallahassee: AUGUST KAPLIN, yard workman, 177 Clymer street; burned about face;

E-2 FIRST TO USE **EDISON'S BATTERY**

Invention Installed as a Guard Against the Formation of Chlorine Gas.

FIRST TEST IN NOVEMBER

United States undersea boats to undergo tests of the new Edison storage batteries designed to eliminate the formation of chlorine gas. A set of the batteries was tried out on a rolling, pitching platform in the New York Navy Yard in July, 1914, but the ex periments on the E-2 were not under

taken until last spring. The official test of the E-2 equipped with such batteries was made last November and was reported to have been remarkably successful in spite of much adverse criticism voiced about them by sub-

marine builders and others.

Late in the summer of 1914 the E-2 met with an accident while running submerged near Newport. The boat filled with chlorine gas from salt water reaching her batteries. This accident which for a time laid un several dent, which for a time laid up members of her crew, led to extensive changes in the battery linings, &c., of other submarines. It was decided after that accident to make the E-2 a te boat for the Edison batteries because serious was the affair that the almost ended her career in a fashio similar to the fate of the F-4 at Hono

lulu last March.

The leak in the E-2 at the her accident was found to have oc-curred in the lead lining of the storage battery tanks, through which acid trickled, causing a leak in the ballast tanks. commander gave orders to surface the Then the hatches were opened retary's aid, Lieut. Wirtsbaugh, was in and the men ordered on deck, but two telephonic communication with ans killed.

It was not until almost dusk that the by wireless brought aid and the sub- nite was learned about the marine was towed to the New York both he and Mr. Daniels kept it to them-

Navy Yard.
In the type of battery used in the E-2 and other submarines at that time this when the present board inshes its incondition was likely to happen: A vestigation he will appoint another board eakage of salt water from the ballast of qualified submarine experts of the admitted and discharged in the manipuation of the boat would produce much a chlorine gas, one of the deadlest of pecially

late in 1914, that they would prevent the formation of chlorine gas and double the strategic efficiency of underwater worked his way out of an opening made in the steel skin aft along the belly of the submarine. Man after man either squeezed his own way to safety through this opening or was helped out by Enxious hands.

Revotected by the oxygen helmets a few of the rescuers now were lowered into the hatch. They could stay inside into the hatch. They could stay inside only a short time, as the helmets did not come up to expectations. Then along came a diver with his diving suit and rigging. The diving outfit was donned to the strategic efficiency of underwater two kers. In reply as to whether or not yard to workers were employed in the navy yard which using the strategic efficiency of underwater two kers were employed in the navy yard which would extend the undersea cruising range to 150 miles, fifty more than the range of the lead-acid type of battery. Mr. Hutchison said in describing they must supply several references and then the labor board makes a thorough came a diver with his diving suit and rigging. The diving outfit was donned.

yard in July, 1914. The battery is sai to have cost Mr. Edison \$2,000,000, an when the first experiments were mad of every conceivable kind, a set of the new batteries was installed in the E-2 last summer. It was then believed that the submarine battery problem was bodies, from which in some cases strips of flesh had been torn away, and the battered condition of the sufferers heads showed how terrific had been the force some time. Off Newport, last summer, It was then believed that the submarine battery problem was showed how terrific had been the force some time. Off Newport, last summer, it was firstailed in the E-batteries was installed in the E-batte solved, but Mr. Edison was not satisfied but exceeded its estimated efficience by about 20 per cent. Mr. Edison ar

The first official trial of the batteries in the E-2 was made on November 11 last year, when the E-2, equipped with the Edison cells, made a trip up Long Island Sound. Many naval experts witnessed the tests. The boat swept past Execution Light at 8 o'clock in the menuing and did not return until late. norning and did not return until late in the afternoon, having travelled under water part of the time. In an unofficial test a few weeks earlier it was reported hour for three and a half hours while

submerged.

The E-2 was not a modern submarine The B-2 was not a modern submarine—although only four years old—because of the rapid strides in undersea boat building since her construction. The submarines E-1 and E-2, sister ships, were built by the Electric Boat Company at Fore River, Mass., and went into commission at Boyton on February 14, 1912. They were sent to Newport for sorpedo outfits and then made the voyage to Norfolk to join the Third Distopping on the way at Bro-The E-2 was 135 feet long and was

BATTERY IS ABSOLVED.

M. B. Sellers of Consulting Board

Defends Edison Device. BALTIMORE, Md., Jan. 15 .- M. B. Sel ers of this city, a member of the Naval Consulting Board, was asked this eve-

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8 Toothache, Faceache, Neurairia 25
9 Headache, Sick Headache, Vertigo 25
0 Dyspepsia, Indigestion, Weak Stomach 25
3 Croop, Hoarse Cough, Laryositis 25
4 Eczema, Eruptions. 25
8 Rheumatism, Lumbago. 26
6 Fever and Ague, Malaria 25
9 Catarrh, Influenza, Cold in Head 25
0 Whooping Cough. 25
1 Asthma, Oppressed, Difficult Breathing 25
7 Disorders of the kidneys 25
0 Urlnary Incontinence, 25
4 Sore Throat, Quinsy 25
7 Gring Cough. 25

marine E-2 was due to the Edison battery with which the vessel was equipped. He replied that he did not care in the absence of deliable did not A DELIBERATE EXPLOSION

Theory of Hydrogen Gas as Cause of E-2 Disaster Discredited-Acting Secretary Roosevelt Issues Statement-Report After Inquiry Is Awaited.

charged, and as it is charged only when the vessel is on the surface an explosion resulting would cause only minor damage and not be attended by fatalities. No part of the boat except the cells of the batteries would be affected. I speak from experience, "Edison's battery is superior to the lead battery because it will stand more, and it is safer because there would be no poisonous gases like chlorine gases used by the Germans.
"If the salt water gets into a lead WASHINGTON, Jan. 15 .- Acting Sec- | the men on board who were in the con retary of the Navy Roosevelt in a statement issued here to-night following the receipt of details concerning the explo-If the salt water gets into a lead battery it generates such gases, but even these do not cause explosions like sion on the submarine E-2 expressed doubt that the explosion was due to gas. While he would not indicate what other agency could have been responsible, other officials of the Department said that if the accident was not due to an explo sion of hydrogen gas the only alternative conclusion, in the light of facts, Thomas A. Edison, who attended a would be that some kind of explosive had een deliberately set off near the batdorf last night, told a reporter for THE SUN that his personal representatives

All officials, however, were careful to emphasize the fact that no definite opinions could be reached until after a thorough technical examination had been made. Mr. Roosevelt's statement

"It is too early to state definitely the cause of the explosion, although of course the fact that it occurred under the battery deck, which means in the compartment in which the batteries were stored, would seem to indicate an ex-plosion of hydrogen gas. Some experi-ments made by the bureau of steam engineering with the Edison batteries led the Department to take unusual steps to ascertain whether or not hydrogen gas in any considerable quantities was given off by the Edison batteries while being discharged, or when the boat was under A. E. Davidson, an expert an-Washington he said he had not had a alyist of air, made elaborate tests dur-conference with Admiral Usher, and not ing a special six hours submerged run knowing the findings of the board of this boat. He reported that the hydrogen gas given off while the batteries were being discharged was infinitely

In view of this it is difficult to see how a gas explosion could have been the cause and we must await further in-

Naval experts who were seen to-night on board. It was explained that the only ammunition on board at the time was that contained in the torpedo heads which are carried in a different compartment from that in which the acci-

While it was said that hydrogen gas in sufficient quantities to cause an explosion of the kind which occurred could have been generated had the batteries been in the process of being charged, officials were loath to believe that the too that the naval consulting could happen when the batteries were being discharged. First reports received here indicated that the batteries were being charged, but this was subsequently

corrected by a flat statement that they were being discharged.

The first news of the tragedy was received at the Navy Department over the long distance telephone from Rear Admiral Usher. Early reports from the Admiral usher. Early reports from the Admiral said there were four other Admiral said there were four other than the said the E-2 cost about the solutions and hothing to work about the E-2 cost about the long distance telephone from the Admiral usher. Early reports from the Admiral said there were four other than the said the E-2 cost about the long distance telephone from the Naval Consulting Board, had this to say about the accident:

"What happened was probably this." Admiral Usher. Early reports from the this to say about the accident:

What happened was probably this:
boats in the dry dock with the E-2 at

There was a gathering of escaping gaso-

was being discharged through a rheostat at the time at a slow rate."

Another theory put forth in rayal circles to-night was that one of the air pressure tanks on the vessel may have exploded. These tanks, it was stated, carry a pressure at times of 2,500 pounds to the cubic inch.

The submarine F-4 which was the control of the latest, was being discharged through a twhich time the members of the board inspected the ships there, including the E-2 looked fine when we inspected it," said Mr. Maxim. "It was a good type of our make of submarine, but of course it is not one of the latest, up to date kind."

to that on the E-2, officials say, in that the battery floor under the forward hatch was torn up. In this case, how-ever, no serious damage was done and after the accident. He stood at the

The E-2 is one of the older type submarines. Authorized in 1908, she was About a year ago when Thomas A. Edison, now chairman of the Naval Advisory Board, invented a type of battery which he said would do away completely with the danger of poisonous cided to experiment by installing the battery in the E-2. The same type of battery is to be installed in the L-8, now being built at Portsmouth, N. H. During the recent test of the ciden and the control of the control of the control of the control of the ciden and ciden

During the recent tests of the battery n the E-2 Mr. Edison was on board

BUILDERS ARE PUZZLED.

Hydrogen Gas Explosion Their Only Theory as to Cause.

Lacking definite information about the explosion on the E-2 officials of the Electric Boat Company, builders of the E-1 and E-2, were reluctant last night to epeculate as to the cause of the disaster. The theory upon which they looked with most credence, however, was that the explosion was probably caused by an ac-cumulation of hydrogen gas in charging the batteries. H. R. Sutphen, vice-presi dent of the company, wanted it plainly understood that the builders had nothing to do with the recent experiments made

"I don't think it is proper," said Mr. Suiphen, "to guess at the causes of the explosion without more explicit information. The boat was equipped with a new type of battery, though it was con-structed for lead batteries. The most likely explanation of the accident— though it is only a guess—is that it was caused by an accumulation of hydrogen ras in charging the batteries. The Edito liberate more hydrogen than lead bat teries, although both give off a certain amount of gas in charging. "There is nothing else in the subma-

rine, as far as I can judge, which could cause such an explosion. You will recall that a hydrogen gas explosion on the Fletcher yacht Christina at the races at Newport a few years ago blew out the whole stern of the vessel. However, as being discharged. First reports received accident like this. The boat was in the eing charged, but this was subsequently corrected by a flat statement that they builders had nothing to do with it." mise or criticise or try to explain at

the last ten years:

June 12, 1907—Battleship Minnessora, launch sunk; 12 drowned.

July 15, 1907—Battleship Georgia, powder charge burned at target practice; 8 killed, 13 hurt.

July 30, 1907—Gunboat Wilmington, boiler tube explosion; 3 hurt.

November 5, 1909—Battleship North Darota, boiler tube collapse; 16 scalded, February 14, 1910—Destrote Hopkins, landleding the battery floor under the forture up the forture up the forture up the fortur

The submarine F-4, which was sunk in Honolulu harbor last May, had an applesion previously which was similar mines and torpedoes and a member of

edge of the dry dock and watched the workmen at the manholes of the submarine and at the sides. Later he caused a loss of twenty-one lives. Aside

SOME OTHER DISASTERS.

"I can't explain the accident except American submarines have suffere

"I can't explain the accident except to point out that all batteries are alike in that if they are being charged they will give off hydrogen and oxygen—an explosive mixture. The Edison battery is a little tougher in that regard.

"I know that there is a great diversity of opinion as to what the Edison battery can do. My own opinion I don't wish to give. When I looked over the E-2 on December 23 she looked shipshape and her ventilators were all running well."

American submarines have suffered few shipshaps in comparison to those suffered by the European nations.

The ramming of the submarine Benita by the gunboat Castine in July, 1912 off North Truro, Cape Cod, was the arm of the G-2 by gasolene furnes in one of the compariments, in the Norfolk Navy Yard.

The F-4, with twenty-one members of the corew aboard, sank outside of Hono-

her crew aboard, sank outside of Hono-lulu on March 25 last year and all were Explosion on E-2 Second Patal bodies of the victims recovered, most of Accident to U. S. Submarine.

The explosion on the E-2 was the second fatal submarine accident in the trouble.

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\$65 to \$350 Values—\$45, \$75, \$125 Richest materials, luxuriously trimmed with the finest of furs—including imported models.

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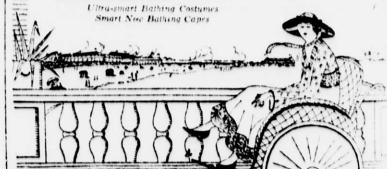
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STRIPPED to the waist, his huge torso stream his huge torso stream-ing with sweat, a workman swings the heavy iron core to an iron table, and wrenches off a tire which has just come steaming m the heater. His eye falls on the legend

Visitors to the Goodyear facto-ries are always impressed with a framed aign them at every

It hangs on he walls of all the Good year branches throughout the country, and is

everywhere as an expression of the spirit in which their business is conducted. the public will be interested in the analysis of this simple but strik-

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Ja Fribaling

skimping, by substitution. No one will ever know.

over his head, and he Our good name is also his

good name. The two are intertwined. He will protect the one while he subserves the

other. His thoughts are as they should be chiefly of him-self, of his little home, and of his family.

Their good name, his good name, our good name-his good work will stand guard over them all. Two thousand miles away

in Seattle, we will saythe same thought in the same simple words. An irritating moment has arrived—the temptation to speak sharply to a cus-

tomer, to fling a slur at unworthy competition. The salesman, or the manager, or whosoever it may be, looks up, and the quiet Protect our good name.

In a twinkling it smoothes wrinkles out of his point of view. He is himself again - a man with a responsibility

which he could not escape

if he would; and would

not, if he could. * * * Back two thousand miles again to the factories-this

time to the experimental An alluring chance to save to make more profit by

But - the silent monitor repeats its impressive ad-Protect our good name What chance to compromise with conscience

Thousands of men striving to keep a name clean. And keeping their own

clean in the process. We Americans, it is said. make a god out of busi-

Let the slur stand.

be made?

Whether it be true or not it is true that business is our very life. Shall it be a reproach to us that we try to make

. . . Think of this business, please, in the light of its great animating thought:

business as good as it can

Protect our good name. We are thinking of you, always, when we say ityou American millions, and you millions in the old world. We think of you judging us by what we are, by

what we do, by what we

make. We think of tens of thousands of homes in which our name can be made to stand for that which is worthy and worth while.

We must not lose your good will - we must no tarnish our good name. You can call that anything you like.

It may even be that which

You can call it business or sentiment, or idealism. or nonsense. It may be all of these.

our national critics call making a god of business. the presence of that vig-But at least it gives to us a motive that is bigger and broader and deeper than

> It makes thousands of men happier in their work and more faithful to it.

It has made of this business a democracy of united thought - a democracy of common endeavor - a democracy of purpose and principle.

. . . And here is the oddest thing of all:

The more we live up to this "impractical" ideal. the greater the business The more we labor for

the future, the more we

our product, the more we

character, the greater the reward in money. The more we put into

profit in the present.

Perhaps, after all, there is more than one sense in which it is good to make a god out of business. We think so.

take out in sales.

And we think you think so.